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COUNTRY

Germany (Soviet Zone)

REPORT NO.

TOPIC

Finow Airfield

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EVALUATION

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PLACE OBTAINED

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DATE OF CONTENT

18 November to 12 December 1951

DATE OBTAINED

DATE PREPARED

7 January 1952

REFERENCES

25X1

PAGES

3

ENCLOSURES (NO. & TYPE)

REMARKS

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1. About 2 p.m. on 19 November 1951, a loud explosion was heard from Finow airfield at a distance of about 3 km. On the evening the explosion occurred, a local resident said that a jet plane had exploded shortly before its take-off and that both pilots had been killed.

2. Between 10 and 11 a.m. on 24 November, the field was observed from its eastern edge. A PO-2, 7 single-engine planes, and 19 MiG-15s were counted at the field. The hangars were closed. There was flying by MiG-15s during the period of observation. The sky had about a 5/10 overcast and the cloud base was 700 meters. The aircraft flew mostly below the clouds but, sometimes, above the clouds.

25X1 3. Four tank trucks, a fire truck, 3 trucks, 2 cross-country sedans, and a sedan were parked at the field.

25X1 The billets in Finow were not occupied to capacity. No change was observed on the radio installation in Jagen (forest sub-area) 175 near Spechthausen. No radio installation was observed at the Finowfurth farmhouse which was still occupied. Two radio trucks were parked at the field.

25X1 4. Between 10:45 and 11:30 a.m. on 11 December, 23 MiG-15s
25X1 7 single-engine planes, and 1 biplane were counted at
25X1 the field. There was flying by MiG-15s.

25X1 5. On 4 December, the field was observed from its eastern edge. Eight MiG-15s,
25X1 9 single-engine low-wing monoplanes and 1 PO-2 were counted.
25X1 ten additional MiG-15s were on the field. There was no flying because of
25X1 intermittent showers. Visibility was limited to about 500 meters. There was
25X1 a 500-meter cloud base.

25X1 Five fuel containers, apparently larger than railroad tank cars, with an estimated capacity of about 20,000 liters each, were observed east of the hangars in the northeastern section of the field.

25X1 6. Between 10 a.m. and 2 p.m. on 11 December, 12 MiG-15s without auxiliary fuel tanks and 9 single-engine planes were counted at the field.
25X1 10 more MiG-15s there. There was intensive flying.

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7. Between 8 a.m. and 4 p.m. on 18 November, there was flying in clear weather with good visibility. From 11 a.m. to 1 p.m., only MiG-15s flew over the field. [redacted] two men sitting tandem in the planes. After the landings, two crew members and sometimes only one were changed. [redacted]

8. Between 19 and 24 November, there was flying every day. On 22 November there was flying from 8 a.m. to 3 p.m., on 23 November from 8 a.m. to noon, and on 24 November flying started at 8 a.m.

9. Between 1 and 4 p.m. on 28 November, 20 MiG-15s without auxiliary fuel tanks, 5 Yak-11s, and 1 PO-2 were observed at the field. [redacted]

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[redacted] Between 7:30 a.m. and 4 p.m. there were local flights by MiG-15s lasting about 5 minutes. The aircraft took off individually. They had one-man crews which were changed after each landing. About 20 men wearing leather jackets, 7 trucks, and 1 radio truck were observed at the take-off point. At about 2 p.m., flying personnel were transported from the field to Finow. About 10 minutes later, the trucks returned to the field and carried about 20 flying personnel to the take-off point. [redacted]

10. On 26, 27, and 29 November and 1 December, there was flying which generally started about 7:30 a.m. and terminated about 3 p.m. [redacted]

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[redacted] No changes were observed on the lighting facilities along the runway and main flying lane and the radio installations in Jagen 215, 216, and 175. The field was apparently more closely guarded than before.

11. Between 1 and 3 p.m. on 3 December, 19 MiG-15s, 5 Yak-11s, and 1 PO-2 were observed at the field. There were local flights by MiG-15s. Each plane had a one-man crew that was changed after each landing. Two tank trucks, a truck, and a radio truck were parked at the take-off point. [redacted]

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12. Between 1:30 and 4:15 p.m. on 6 December, 21 MiG-15s, 6 Yak-11s, and 1 PO-2 were counted at the field. There were local flights by MiG-15s. At 2:30 p.m., two MiG-15s took off and circled over the field. After each flight, the pilots were changed. [redacted] About 3 p.m., 20 flying personnel were transported to the restricted area. and 20 new men were transported to the take-off point. [redacted]

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13. Flying was practiced over the field between 8:30 a.m. and 3:30 p.m. on 7 December and from 9:30 a.m. on 8 December. [redacted]

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14. On 12 December, 20 MiG-15s, 3 biplanes, and 1 single-engine low-wing monoplane were counted at the field. [redacted] eight more MiG-15s were there. [redacted]

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[redacted] From 9 a.m. to 4 p.m. on both 9 and 10 December,

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there was flying activity. *

25X1 * ~~CONFIDENTIAL~~ Comment. ~~CONFIDENTIAL~~ Finow airfield has been
occupied by a fighter regiment since mid-November and probably another
25X1 fighter regiment since 26 November 1951. The type of flying ~~CONFIDENTIAL~~
~~CONFIDENTIAL~~ indicates that the flying
25X1 personnel have only recently arrived and that the regiments were probably
25X1 newly organized. The information that only a small number of aircraft
was observed and that the billets were not yet fully occupied may indicate
25X1 that the units are not at full strength in regard to personnel and
aircraft. ~~CONFIDENTIAL~~

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